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ASSOCIATION OF
AMERICAN RAILROADS
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FOR IMMEDIATE RELEASE

WASHINGTON, Oct. 11 -- Freight traffic on major U.S. railroads during the week ended Oct. 6 totaled an estimated 18.4 billion ton-miles, 3.6 percent below the corresponding week a year ago, the Association of American Railroads reported today.

Cumulative volume for the first 40 weeks of 1979 was an estimated 688.8 billion ton-miles, 6.2 percent above the comparable period of last year.

Carloadings in the week ended Oct. 6 totaled 486,316 cars, 6.6 percent below 1978, and 1.6 percent lower than the preceding week of this year. Compared with last year, loadings were down 7.9 percent in the East, 9.9 percent in the South, and 3.7 percent in the West.

Compared with the corresponding week of 1978, 19 of the 21 commodity groups were down, although grain loadings were up 1,962 cars or 6.7 percent, and loadings of metallic ores were up 2,890 cars, or 8.3 percent. Fifteen of the 21 groups were down from the preceding week of this year.

Piggyback

The AAR also reported that piggyback revenue freight traffic on major railroads for the week ended September 29 totaled 38,576 cars, up 36.9 percent from the corresponding week of 1978, and 68,978 trailers and/or containers, 34.3 percent higher than last year. The large increases were attributed to the strike last year by the Brotherhood of Railway and Airline Clerks.

The cumulative volume of TOFC/COFC traffic for the first 39 weeks of the year was 1,397,482, 2.4 percent higher than last year, and 2,466,355 trailers and/or containers, up 4.5 percent.

(more)

Following are carloadings of major railroads, by commodity groups, for the week ended 10/6.[1]

	Loadings in Week ended October 6, 1979		Change from Corresponding Week 1978		Change from Preceding Week	
	Cars		Cars	Percent	Cars	Percent
Grain	31,189	I	1,962	6.7	I 1,458	4.9
Other farm products	4,688	D	2,058	30.5	I 1,031	28.2
Metallic ores	37,805	I	2,890	8.3	D 415	1.1
Coal	113,345	D	1,553	1.4	D 203	0.2
Crushed stone, gravel and sand	17,267	D	5,031	22.6	D 1,463	7.8
Nonmetallic minerals	14,948	D	2,051	12.1	D 801	5.1
Grain mill products	17,913	D	2,169	10.8	D 491	2.7
Food and kindred products	18,713	D	2,385	11.3	D 1,301	6.5
Primary forest products	20,732	D	4,174	16.8	I 56	0.3
Lumber and wood products except furniture	11,490	D	2,917	20.2	D 1,056	8.4
Pulp, paper and allied products	21,429	D	1,193	5.3	D 1,749	7.5
Chemicals and allied products	28,525	D	1,662	5.5	D 1,118	3.8
Petroleum products	6,367	D	1,005	13.6	I 119	1.9
Stone, clay and glass products	19,697	D	1,428	6.8	I 501	2.6
Coke	6,553	D	437	6.3	I 422	6.9
Metals and products	18,707	D	668	3.4	D 703	3.6
Motor vehicles and equipment	21,354	D	4,958	18.8	D 735	3.3
Waste and scrap materials	13,519	D	1,146	7.8	D 675	4.8
Forwarder and shipper association traffic	13,740	D	33	0.2	D 113	0.8
All other carloads	47,931	D	4,200	8.1	D 515	1.1
LCL traffic	404	D	272	40.2	D 44	9.8
Total Cars Loaded	486,316	D	34,488	6.6	D 7,795	1.6
Corresponding week of 1978	520,804					

	1979	1978	% Change
Total Cars Loaded (40 weeks)	18,412,617	17,689,083	I 4.1
Estimated revenue ton-miles (in billions):			
39 weeks cumulative	670.4	629.5	I 6.5
Week ended October 6	18.4	19.1	D 3.6
40 weeks cumulative	688.8	648.6	I 6.2

[1] The figures above include 12 railroads no longer considered Class I roads when the qualifying requirement for Class I companies was raised by the ICC from $10 million to $50 million in annual operating revenues as of January 1, 1978.

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